Only Negro Airport In United States Opens In Lynchburg, Va.

Journal & Guide
Norfolk, Va.

LYNCHBURG, Va.—Termed the "only exclusively Negro airport in the United States as announced Saturday" is the Timber Lake Airfield, a branch of the Lynchburg Air Transport and Sales Corp., which has been organized on Bedford Alum and Timber Lake roads, at the site of an auxiliary field of Preston Glenn Airport which was formerly used in the Army training program here. 5-5-45

Woodrow W. Edmundson white Preston Glenn manager, said Roscoe Hankins, 24, Negro, former teacher in flight work at Tuskegee Institute, Ala., is in charge of the field. His first student here is Randolph Johnson of Lynchburg. At present one Piper Club is being used by Mr. Hankins for instruction work. The Timber Lake Airfield is a sod port approximately 2,600 feet long. Two small buildings are on the premises, but no hangars.

TO ENLARGE EQUIPMENT

5-5-45

Later the field's equipment will be enlarged as more Negroes apply for training, Edmundson said.

He quoted Mr. Hankins as saying a group of Negro professional men from Roanoke, Va., already have indicated they plan to learn to fly at the new field.

Edmundson said the enterprise was the result of many Negro citizens in Lynchburg desiring to fly. A ground school instructor may be hired soon, and several more Negro pilots are available when the staff is increased, he added.

Students wil receive eight hours of dual control instruction and then after receiving student permits will fly eight to ten hours solo to qualify for further instruction toward getting licenses. Remainder of the instruction includes a total of 35 solo hours and written examinations. 5-5-45

A physical examination is required before a student permit is issued. A flight check by a CAA inspector is necessary before a license is issued.

Hankins has 1,500 flying hours to his credit, Edmundson said. He is in the Army Air Force enlisted reserve.

Aviation Scholarships Given Tenn. Teachers

Afro American
Baltimore, Md.

NASHVILLE (ANP)—Twenty aviation scholarships have been granted colored teachers by the Tennessee Bureau of Aeronautics, in connection with the aviation education program launched at Fisk University.

James E. Taylor and Aaron Brown, Tuskegee flight instructors, are now working with the program, which includes 10 hours of flight training, navigation and meteorology. 9-8-45

Fisk University Introduces Educational Aeronautics Course At Summer Session

The New York Age New York N.Y.

NASHVILLE, Tenn.—The course in educational aeronautics introduced by Fisk University in the 1945 summer session was concluded recently with a talk by Dr. C. H. Gilmore, director, Division of Aeronautics Education, State Department of Education. Stressing the importance of emphasis on infusion, Dr. Gilmore said that the coming of the air-age opened up an immense body of material for the enrichment of subjects already taught in the average school curriculum.

The course at Fisk which was designed to help college students and pubilc school teachers of this and succeeding generations understand and appreciate the meaning of the air-age, consisted of the following subjects: civil air regulations, navigation, meteorology, theory of flight and engines, communications, aircraft familiarization, social, geograhic, and economic implications of aviation, plus the hours of flight training.

"There has been an excellent maintenance of interest throughout the course," said Dr. James E. Lawson who, with Dr. David F. Bender, has been responsible for the major portion of the ground training, "and we feel that there is a very definite possibility of instituting the teaching of aeronautics in the Negro high schools in Nashville."

Dr. Gilmore announced that there would probably be in the neighborhood of 700 scholarships available to high school students in the State of Tennessee this coming school year, and that the number allotted to Negro applicants depended mainly on the facilities available for teaching aeronautics.

TUSKEGEE SUPPORTS AVIATION PROGRAM

The Louisiana Weekly
New Orleans, Louisiana 9-15-45

Tuskegee, Sept. 12 (ANP).—Tuskegee institute's division of aeronautics is conducting the flight training in connection with the aviation education program recently launched by Fisk University. James E. Taylor and Aaron Brown, flight instructors from Tuskegee, are now in Nashville working with this program.

Working directly with the Tennessee Aviation Education program, the Tennessee Bureau of Aeronautics is granting this summer 20 scholarships to Negro public school teachers. These scholarships include ten hours of flight training and courses in meteorology, navigation, theory of flight and other aeronautical subjects.

Fisk Ends Air Study

The Pittsburgh Courier
Pittsburgh, Pennsylvania

NASHVILLE, Tenn.—The course in educational aeronautics introduced by Fisk University in the 1945 summer session was concluded Aug. 30 with a talk by Dr. C. H. Gilmore, director, Division of Aeronautics Education, State Department of Education. 9-22-45

The course at Fisk, which was designed to help college students and public school teachers understand and appreciate the meaning of the air-age, consisted of the following subjects: civil air regulations, navigation, meteorology, theory of flight and engines, communications, aircraft familiarization, social, geographic, and economic implications of aviation, plus the hours of flight training.

Dr. Gilmore announced that there would probably be in the neighborhood of 700 scholarships available to high school students in the State of Tennessee this coming school year, and that the number allotted to Negro applicants depended mainly on the facilities available for teaching aeronautics.

Dixie Official Asks Pullman Segregation

The Pittsburgh Courier
Pittsburgh, Pennsylvania
9-22-45

MONTGOMERY, Ala. (ANP)—A request for travel policy as regards Negro and white passengers in coach and Pullman cars has been made to fifteen railroads by Chairman Gordon Persons of the State Public Service Commission following a jim crow complaint of W. H. Jernigan of Mobile, manager of the Merchant Credit Association.

Jernigan, in a letter to the commission, said that Negroes and whites were not segregated in a Pullman in which he recently rode, enjoyed the same facilities and had full use of other services.

Pittsburg Courier (Pa.) 9-22-45

AIR STUDENTS—At the climax of the course in aeronautics at Fisk University, the students get training in actual flight. Left to right: Mr. Brown, the instructor; T. R. Fletcher, Somerville, Tenn., and Miss Samuella V. Martin, Nashville, Tenn.

Tuskegee Plans Huge Postwar Flying School

The Pittsburgh Courier
New York N.Y.

Dr. F. D. Patterson, whose suggestion to the War Department that a postwar tactical group of army fliers be stationed at Tuskegee met with bitter opposition from the NAACP and the flyers themselves, is "willing to forget the whole matter," the Tuskegee president told a PV reporter here this week at the Hotel Theresa.

"My only purpose in requesting that the army maintain such a setup was done in the best interest of the Negro in postwar aviation," Patterson said. "When I learned that the flyers themselves do not want to be stationed at Tuskegee and that the NAACP also opposes the idea, I wired the army Chief of Staff and withdrew my suggestion," he stated. 10-20-45

Patterson revealed that the training of army pilots on Tuskegee's Moton Field will be discontinued

DR. F. D. PATTERSON

November 23. Moton Field is Tuskegee's private flying field where the army has been giving its primary flight training. The army maintains a separate air field at Tuskegee, and this field will probably remain open for the training of peacetime pilots. 10-20-45

"Tuskegee plans a gigantic civilian pilot training of its own," the president stated. "Our program will be as large as the demand from our students makes it; we have the planes and the instructors and the plans are complete. Patterson is confident that there is an excellent opportunity for Negro flyers in the expected postwar boom.

School Gets Plane for V-Bond Sales

Birmingham, Ala.

BIRMINGHAM, Ala.—An $80,000 Navy Wildcat fighter plane was presented Dec. 1, to Parker High School, colored, at a Victory Loan air show at the Municipal Airport, for topping the 27 Jefferson County high schools with bond sales, going over its quota by 319.1%.

The plane, presented by Lt. Arthur L. Conrad, Navy public relations officer, was accepted by W. B. Johnson, principal of Parker High School, who said it will be placed on the school grounds as a memorial trophy.

The school has sold $25,000 to date against a $6,000 quota, and has an enrollment of 3,553 pupils.

An additional $20,000 in bonds. It has gone three to four hundred per cent over its quotas in each War Loan drive,

TRANSPORT CONCESSION GRANTED TO NEGRO LINE

Pittsburgh Courier
Pa.
11-3-45

By JACK SAUNDERS
(Staff Correspondent)

PHILADELPHIA—A galaxy of intrepid Negro flyers—who as members of the famed Ninety-ninth Pursuit Squadron and the hard-hitting 332nd Fighter Group blasted Nazi airmen out of the skies over Italy, Austria and Germany—soon will be flying commercial transport planes over South America for the Negro-owned, managed and operated West Indian Flying Service, Inc., with main offices at 82 Beaver Street, New York.

Salient facts concerning the West Indian Flying Service, Inc., were disclosed to The Courier last Friday by Major R. R. Wright Sr., president of the Citizens and Southern Bank and Trust Company. Major Wright informed The Courier that he is attempting to arrange a loan of $400,000 for the company through the National City Bank of Philadelphia. This sum is needed to equip the company with planes, an airfield and mechanical equipment.

GRANTED CONCESSIONS

The company has been granted concessions to establish a commercial airline in the Republic of Ecuador for the transportation of passengers, mail and other cargo between various cities of the country. The service will include the cities of Quito, Guayaquil, Esmeraldas, Bahia, Manta, Salinas, Loja, Cuenca, Riobamba, Machala, Puerto Roco Bolivar, Ambato, Latacunga, Ibarra, Tulcan, Daule, Babahoyo, Vinces, Quevedo and other places which may be mutually agreed upon.

The West Indies Flying Service, Inc., was organized a few months ago, and incorporated in the State of Delaware. Executive officers of the company are qualified through training and practical experience to successfully operate a project of such far-reaching importance. Capt. H. E. Robinson, former U. S. Army Air Forces pilot, is president of the company; Marcisco Basso Jr., graduate of the Parks Air College for Air Transport Pilots, is vice president, and A. R. Mesa is secretary. Flying personnel of the company, including pilots and mechanics, will be made up of former members of the Ninety-ninth Pursuit Squadron and 332nd Fighter Group, who won their wings at Tuskegee Army Air Field and who won their post-graduate degrees in flying while fighting the vaunted Nazi Air Force. 11-3-45

MUST INVEST $750,000

The term of the Ecudorian concession is ten years, and equal terms with other air transportation companies are guaranteed, including, but not limited to imposts, taxes, duties and use of public utilities. It is required by the Ecudorian government that the company invest a minimum of $750,000 in planes, instruments and installations. When this investment has been certified to the government, it will consider loans to the company if necessary.

A second concession, embodied in a separate decree, extends the service of the company to the sections of the country lying to the south and southwest, beyond the Andes ranges.

The concession was granted July 14, 1945, and the same day, the Minister of National Defense of Ecuador made a contract with the company for the transportation by air of military personnel and equipment within Ecuador. Prior to the award of the concession, Captain Rohlsen and Mr. Basso had made a special study in Ecuador of that country's needs and problems in the field of air transportation. This study was facilitated by the Ecuadorian government and was made by the company at its own expense for the purpose of securing concessions to meet those needs.

The estimated cost of establishing an operating company is as follows: airport buildings and equipment, $75,000; aircraft (four), $400,000; conversion to 1100 HP, $100,000; supplies and spare parts, $125,000; maintenance and repair shops, $50,000; insurance, $50,000; organizing and transportation, $50,000, and working capital, $150,000. These figures total $1,000,000.

Wright To Lend Transport Co. Unit $400,000

The Atlanta Daily World
Atlanta, Georgia
11-12-45

Negroes To Fly Commerical Planes Over So. America

PHILADELPHIA, Pa. (ANP)—Maj. R. R. Wright, president of the Citizens and Southern Bank and Trust Company announced last week that he is attempting to arrange a loan of $400,000 for the West Indian Flying Service Inc. through the National City Bank of Philadelphia to equip the company with planes, an airfield and mechanical equipment.

The company, whose main offices are in New York, will fly commercial transport planes over South America.

The Company whose main offices concessions to establish a commercial airline in the republic Ecuador for the transportation of passengers mail and other cargo between various cities include the country. The service will include the cities of Quito, Guayaquil, Esmeraldas, Bahia, Manta, Salinas, Loja, Cuenca, Riobamba, Vinces, Quevedo and other places which may be mutually agreed upon.

DELAWARE UNIT

The West Indies Flying Service, Inc., was organized a few months ago and incorporated in the state of Delaware. Executive officers of the company are qualified through training and practical experience to successfully operate a project of such far-reaching importance. Capt. H. E. Robinson, former U. S. Army Air Forces pilot, is president of the company; Marcisco Basso, Jr., graduate of the Parks Air college for air transports pilot is vice pres., and A. R. Mesa, secretary Flying personnel of the company includes pilots and mechanics and will be made up of former members of the 99th Pursuit squardron and 332nd Fighter group who won their wings at Tuskegee Army Air Field and who won their postgraduate degrees in flying while fighting the vauted Nazi Air forces. 11-9-45

The terms of the Ecuadorian concession is 10 years and equal terms with other air transportation companies are guaranteed, including, but not limited to imposts, taxes, duties and use of public utilities. It is required by the Ecuadorian government that company's invest a minimum of $750,000 in planes, instruments and installations. When this investment has been certified to the government, it will consider loans to the company if necessary.

A second concession embodied in a separate decree, extends the service of the company to the sections of the country lying to the south and southwest beyond the Andes ranges. The concession was granted July 14.

Seek Second Negro Airline

Kansas City, Mo.
Call
11-23-45

WILMINGTON, Del.—(ANP)—Universal Skyways, Inc., 927-929 Market street, has filed an application with the Civil Aeronautics board for a certificate of public convenience and necessity to engage in charter air transportation between the terminal points Chicago, Houston and Atlanta.

The intermediate points designated in the application were St. Louis and Little Rock, between the terminal points Chicago and Houston, while Indianapolis, Louisville and Nashville were the intermediate steps applied for between Chicago and Atlanta.

Universal Skyways received a certificate of incorporation from Delaware in May, 1944, and was authorized to issue 2,000 shares of stock no-par value. The corporation is the world's second Negro airline. The increasing volume of passenger and cargo traffic with its vast economic possibilities for colored personnel in the expanding air-age is the chief pivot around which the aeronautical program of Universal Skyways will revive, promoters state.

New York
Amsterdam News
12-8-45

N.Y. N.Y.

Magistrate Krost fixed Julian's bail at $25 and set the hearing for next Monday.

KING ZULU OF THE MARDI GRAS
Also Baby Dolls, ghosts and graveyards.

Time — New York Sunday News
Gamy Anthropology
12-24-45

GUMBO YA-YA—*Lyle Saxon, Edward Dreyer, Robert Tallant — Houghton Mifflin* ($5). Chicago Ill.

This book is a somewhat violent, somewhat gamy anthropology of New Orleans below the belt. Most of the material for it was jotted down in hundreds of conversations with Negroes and white people. It begins with the cacophonous Mardi Gras saturnalia of "Kings, Baby Dolls, Zulus and Queens" (Baby Dolls are Negro trulls, Zulus are their men friends who elect a Negro King of the Mardi Gras). It ends with "Superstitions," "Colloquialisms" and "Customs." In between, the book's 581 pages are acrawl with underworld or other-world manifestations. 12-21-45

Gumbo Ya-Ya (which is Cajun for "Everybody talks at once") contains instructive chapters on crapshooting, how to play the lottery, the decaying Creoles, the decaying plantations, slaves and slave tortures, buried treasure, the New Orleans slums, the Mississippi River front, its roustabouts and their jargon, and New Orleans cemeteries to which, during rainy spells, coffins sometimes have to be brought in boats and forced under the muddy water with poles.

But, as befits this somewhat ghostly book (it was written from material collected by the defunct Louisiana WPA writers' project), its best stories for non-Orleanians are ghost stories.

The most gruesome: a domestic episode in which the unemployed father of 25 children unwittingly eats more than half his progeny in the form of roasts served him by his desperate wife.

One day he hears ghostly children's voices singing:

Our mother kills us,
Our father eats us
We have no coffins,
We are not in holy ground.

12-24-45

Under the steps, he finds a pile of little human bones. So he strangles his wife and has his children properly buried. "It is said that he was never able to eat meat again."

Very different is the report of the ghost of a little old French lady in a faded green bonnet who tiptoes through the rooms of an old plantation at night. "Tirelessly, she journeys from bedchamber to bedchamber, raising mosquito *baires* and peering hopefully into the face of each sleeper." It is her doom never to find the face she seeks.

9-1945 Civilian Aviation

Local Field To Become Commercial Airport

Complete Civilian Flying Services Slated To Be Provided By Newly-Formed Concern

Tuskegee News - Ala. 12-6-45

Plans for converting Moton Field, so-called "little airport" on the Notasulga Road, from its war-time program of Army flight training to peace-time commercial aviation were announced this week by a newly-organized concern, Tuskegee Aviation. Operation of the field as a civilian airport will get under way immediately, with the formal opening tentatively scheduled for Sunday, Dec. 16.

The program of new the new concern calls for provision of flight training, sight-seeing flights, charter service, plane rental, storage for private planes and service and repair. In addition, sales agencies for several lines of civilian planes will be established at the field.

Forrest Shelton, lately a captain in the Army Air Forces, will be connected with the field in the position of flying instructor. He will also be available for charter service.

Although no plans have yet been made for airline service, it is believed possible that a "feeder" line to connect with one of the major airlines at Montgomery or Birmingham may utilize Moton Field.

Although the field will be operated by the newly-formed Tuskegee Aviation, it will remain owned and controlled by Tuskegee Institute. The flying school has been rated as an advanced flying school by the Civil Aeronautics Administration and training will be offered toward both private and commercial pilot licenses.

12-6-45

Its service department is expected to be rated shortly as a CAA licensed repair station.

Flying equipment at the field includes Cubs, Aeroncas, Wacos and Stinsons.

Supporting the plan to convert the field to civilian uses, the board of trustees of Tuskegee Institute has made an appropriation toward its maintenance for a period during which its expanded facilities are expected to make it self-supporting. The expected expansion of civilian flying in the immediate post-war years is expected to bring about this self-financing status.

Since 1940 the airport has been operated for flight training for the armed services, under contract between the Army and Tuskegee Institute. The Army pilot training contract was terminated last month.

The new company which will operate the field is headed by G. L. Washington, who will be president and manager of the airport.

In announcing the new concern, the president of Tuskegee Aviation, G. L. Washington, expresses his appreciation to citizens and business houses of Tuskegee that have rendered valuable aid and cooperation over the past six years and solicits the interest and patronage of every resident of Tuskegee and surrounding towns and communities in making the new development second to none.